(c) Do not arise.

Militants Killed in Assam

*573. SHRI URKHAO GWRA BRAHMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of militants of secessionist outfits killed or apprehended by the security personnel in Assam during the last two years;

(b) whether it is true that Indo-Bhutan border is completely unguarded; and

(c) if so, what are the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) According to available reports, 629 militants were killed and 382 militants were arrested in Assam during the last two years upto 31.3.2003. Year wise details are as follows:

Year	No. of Militants killed	No. of Militants arrested
2001	282	173
2002	308	143
2003 (upto 31.3.2003)	39	66

*(b) and (c) The Government has decided in principle to deploy a Border Guarding Force for guarding the Indo-Bhutan border and to curb the movement of Indian Insurgent Groups using Bhutan as a base/ sanctuary.

MIG Crashes

574. SHRI MOTILAL VORA:
SHRI RAJKUMAR DHOOT:

Will the Minister of DEFENCE be pleased to state:

(a) the number of MIG aircrafts crashed during the last three years;

(b) the time when these accidents occurred alongwith the loss suffered in each of the incident;

(c) the steps taken by Government to avoid these accidents;

(d) the decisions taken with regard to flying of MIG aircrafts;

(e) whether it is a fact that another MIG aircraft crashed again on 7th April, 2003; and

(f) if so, the reasons therefor alongwith outcome of measures taken by Government?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (f) A total number of 48 (forty eight) Category-I aircrasft accidents involving MIG aircraft occurred during the last three years (upto 25th April, 2003). The time of these accidents along with loss suffered in each case is annexed as statement (*see* below).

The three major causes of fighter aircraft accident are Human Error (HE), Technical Defect (TD) and Bird Hit (BH). Every effort is taken to reduce accidents and improve flight safety. This is an ongoing process. In this context measures to enhance quality of training to improve the skill levels, ability to exercise sound judgment and situational awareness of pilots are being pursued. Renewed thrust on acquisition of Advanced Jet Trainers (AJT) is another step in this direction. Consequent to steps taken to reduce HE accidents in the recent past, there is a reduction in such accidents this year. Constant interaction with Hindustan Aeronautics Ltd (HAL) is being maintained with a view to reduce accidents due to TD. DRDO and other technical agencies are also being involved in all accident investigations to form a wider perspective to prevent accidents. Measures to reduce accidents on account of bird menace are also being implemented.

Indian Air Force (IAF) has a number of MIG-21 squadrons. The aircraft is utilised in a variety of operational roles as well as training. The fleet would form an important component of IAF operation in any conflict.

A MiG-21 aircraft crashed in Ambala on 7th April, 2003.

A Court of Inquiry has been ordered to ascertain the cause of the accident and is still in progress.

Statement

Details of Forty Eight Category-I MiG aircraft accidents during the last three years (upto 25th April, 2003)

Sl. No.	Date	Time (in hrs)	Type of aircraft	Cost of damage to service property (in Rs.)	Civilians killed		Civilians injured		Damage to civilian property	
					No.	Amount recommended for compensation (in Rs.)*	No.	Amount recommended for compensation (in Rs.)*	No.	Amount recommended for compensation (in Rs.)*
1	2	3	4	5	6	7	8	9	10	11
1.	06.05.2000	1200	MiG-21	4,40,00,000						
2.	23.05.2000	0710	MiG-21	1,70,00,000						
3.	05.08.2000	1325	MiG-21	3,42,00,000						
4.	06.11.2000	1411	MiG-21	3,33,42,507						
5.	18.12.2000	2044	MiG-21	3,33,03,390	—	—	—	—	1	10,000
6.	10.02.2001	1319	MiG-21	3,25,04, 200						
7.	27.03.2001	2111	MiG-21	3,32,95,000						
8.	16.10.2000	1050	MiG-21	1,46,35,724						
9.	23.02.2001	1034	MiG-21	1,44,18,180					1	45,500
10.	13.10.2000	0920	MiG-21	1,48,05,000	1	50,000	2	16,000	21	2,36,400
11.	16.10.2000	1050	MiG-21	1,48,19,579						
12.	13.07.2000	1956	MiG-21	1,43,00.000	—	—	—	—	1	8,330
13.	25.04.2000	0805	MiG-23	4,38,00,000						
14.	10.05.2000	1803	MiG-23	4,40,00,000						
15.	12.03.2001	1212	MiG-23	3,49,93,300	—	—	—	—	1	12,000

1	2	3	4	5	6	7	8	9	10	11
16.	12.06.2000	0724	MiG-27	1,61,80,000	—	—	2	10,500	8	66,000
17.	15.11.2000	1841	MiG-27	27,82,01,850						
18.	17.01.2001	2019	MiG-27	27,82,72,381	—	—	—	—	12	49,527
19.	10.04.2001	1430	MiG-21	10,00,00,000						
20.	06.05.2001	0814	MiG-21	3,32,32,200						
21.	17.09.2001	2012	MiG-21	3,33,42,095						
22.	13.12.2001	1320	MiG-21	3,33,35,617						
23.	28.08.2001	1320	MiG-21	1,46,36,149						
24.	08.06.2001	1053	MiG-21	1,46,00,000						
25.	26.09.2001	1610	MiG-21	1,46,39,600	3	1,50,000	6	15,858	8	4,95,950
26.	21.08.2001	0921	MiG-23	2,58,50,400						
27.	21.02.2002	1930	MiG-23	4,60,00,000						
28.	15.03.2002	1345	MiG-23	5,43,18,000						
29.	05.07.2001	0816	MiG-23	12,37,22,543						
30.	04.01.2002	1433	MiG-25	11,83,29,000						
31.	04.07.2001	2130	MiG-29	20,41,17,498						
32.	04.04.2002	1055	MiG-21	2,10,68,864#	—	—	—	—	NK	5,44,800
33.	03.05.2002	1003	MiG-21	3,32,60,195#	9	40,57,928	12	1,20,560	7	84,33,397
34.	09.09.2002	1145	MiG-21	2,64,94,398						
35.	21.10.2002	2210	MiG-21	3,35,54,235#						
36.	26.12.2002	1425	MiG-21	10,07,99,224#	1	NK	2	NK	1	NK
37.	09.09.2002	1532	MiG-21	Bison aircraft cost not available	—	—	—	—	1	20,000

1	2	3	4	5	6	7	8	9	10	11
38.	26.04.2002	1115	MIG-21	1,60,00,965#						
39.	20.04.2002	0914	MIG-21	2,01,38,659#						
40.	15.07.2002	1645	MIG-21	1,43,26,598						
41.	11.10.2002	1400	MIG-21	2,01,16,559#	—	—	—	—	1	2,05,000
42.	14.11.2002	0730	MIG-21	1,43,24,784#	—	—	—	—	1	NK
43.	26.06.2002	0735	MIG-23	5,41,03,587#	—	—	—	—	1	12,000
44.	07.06.2002	1145	MIG-27	16,22,29,783#						
45.	19.12.2002	2107	MIG-27	Court of Inquiry in progress.						
46.	11.04.2002	1500	MIG-29	91,89,16,159#						
47.	04.04.2003	1016	MIG-23	Court of Inquiry in progress.	5	NK	2	NK	NK	NK
48.	07.04.2003	1139	MIG-21	Court of Inquiry in progress.	—	—	5	NK	NK	NK

* — Assessed but not yet finalised

NK — Not Known

\# — Provisional.